Amendments to the Specification:

Please amend the specification as follows:

Please replace bridging paragraph number [0016] starting at page 6, line 21, with the following rewritten paragraph:

[0016] Figs. 1 through 3 show a preferred embodiment of a tilt adjustable steering column assembly according to the present invention. Fig. 1 shows a state in which a jacket tube (also referred to as a jacket tubular member) denoted by 4 is under a tilt neutral state. Fig. 2 shows a state in which jacket tube 4 is under an uppermost tilt state. Fig. 3 shows a state in which jacket tube 4 is under a lowest tilt state. In tilt adjustable steering column assembly 2, jacket tube 4 is supported on a vehicle body at two points in a longitudinal direction of the vehicle by means of a vehicular body forward bracket 6 and a vehicular body rearward bracket 8 which is a fixed bracket. A tilt rotation center axle 10 of jacket tube 4 rotatably supported on vehicular body forward bracket 6 serves as a [[tile]] tilt rotation center to tiltably move jacket tube 4. It is noted that a reference numeral 12 denotes a steering wheel attaching portion to attach a steering wheel 1. Tilt rotation center axis 10 is formed on a first auxiliary bracket 14 fixed onto one end of jacket tube 4. Tilt rotation center axis 10 is positioned on an axial center of jacket tube 4 and always retained at a constant position.

Please replace bridging paragraph number [0017] starting at page 7, line 8, with the following rewritten paragraph:

[0017] A tilt input axle 16 is disposed on jacket tube 4 at a position thereof nearer to a driver's seat (not shown) than tilt rotation axle 10. Tilt input axle 16 is formed on a second auxiliary bracket 18 fixed to a jacket tube 4 and positioned on the axial center of jacket tube 4. As appreciated from Figs. 1 through 3, tilt input axle 16 is rotatably engaged with an inner wall of a substantially ellipse shaped elongated hole 20 and is slidably engaged therewith along an elongated axis direction. It is noted that a reference numeral 21 shown in Fig. 4A is a guide member made of a resin and mounted about an inner wall of the elongated hole 20. A slidability of tilt input axle 16 with respect to elongated hole 20 is made favorable and a

generation of a metallic sound due to a direct contact of tilt input axle 16 with the inner wall of elongated hole 20. Elongated hole 20 is formed so that a curvature of a center line of the elongated axis direction is made coincident with a rotation trajectory (locus or orbit) of tilt input axle 16 about the tilt rotation center. Tilt input axle 16 is rotatably supported on one arm 22a of bell crank 22. Furthermore, vehicular body rearward bracket 8 is formed with a hole into which an eccentric bush 26, as will be described later in details, is inserted. A collar 29 is disposed on bell crank lever 22 as shown in Figs. 4A and 4B. A bolt (not shown) rotatably and axially supports eccentric bush 26 and collar 29 ~~by means of a bolt (not shown)~~. In details, rotation center axle 24 of bell crank lever 22 is supported on a vehicular body rearward bracket 8 via a bolt to be enabled to rotate (pivot) and to swing with respect to bracket 8.

Please replace paragraph number [0019] starting at page 8, line 8, with the following rewritten paragraph:

[0019] Fig. 5 shows eccentric bush 26 described above. A center R of rotational center axle 24 of bell crank lever 22 is rotatably connected at a position remote from rotation center S of eccentric bush 26 by a predetermined eccentric distance α. Hence, rotational center axis 24 of bell crank lever 22 is swingably and rotatably supported on vehicular body rearward bracket 8. Electrically drive actuator 28 includes: a main body portion 28a rotatably attached onto jacket tube 4 and a rod portion 28b projected from main body portion 28a. ~~A revolution of the motor incorporated into main body portion 28a of actuator 28 causes a projection distance of rod portion 28b from main body portion 28a to be variable~~. A revolution of the motor incorporated into main body portion 28a causes a projection distance to rod portion 28b from main body portion 28a to be variable. In tilt adjustable steering column assembly 2, the projection quantity (distance) of rod portion 28b is variable as described above. Hence, the other arm 22b of bell crank lever 22 is moved along a plane perpendicular to a vehicle body width direction (lateral direction) of the vehicle so that bell crank lever 22 is rotated. That is to say, if the projection distance of nut 31 of rod portion 28b is increased, bell crank lever 22 is revolved in a counterclockwise direction as viewed from

the drawings. As shown in Fig. 2, tilt input axle 16 supported on one arm 22a of bell crank lever 22 is moved toward an upper direction within elongated hole 20. Thus, jacket tube 4 is revolved in the counterclockwise direction. Consequently, the position of steering wheel 1 is raised. On the other hand, if a projection quantity (distance) of nut 31 of rod portion 28b is decreased, bell crank lever 22 is revolved in a clockwise direction as viewed from the drawings. As shown in Fig. 3, tilt input axle 16 supported by means of the one arm 22a of bell crank lever 22 is moved in a downward direction within elongated tube 20 so that jacket tube 4 is rotated in the clockwise direction. Thus, the position of steering wheel 1 is lowered toward a lowest position.

Please replace paragraph number [0020] starting at page 9, line 8, with the following rewritten paragraph:

[0020] It is noted that, since main body portion 28a and rod portion 28b of electrically drive actuator 28 can be deemed to be an integrated rigid body, in tilt steering column assembly 2, jacket tube 4 is tilted only when the projection distance of nut 31 of rod portion 28b of actuator 28 is varied.